Timeline

- **January 2023**: Outreach
- **January 2024**: Refinement
- **July**: Open Houses
- **August**: MTA Board (August 6, 2024)
- **January (2025)**: MTA Board
  - Final Plan Adoption
- **Refinement**: MTA Board (Fall 2024)
  - Final Comment

Direction on:
- Facilities
- Policies
- Network
- Programs
SF Housing Plan

Proposed rezoning areas
Previously rezoned areas
Recent large developments
Core multi-family areas

SFMTA Transit Strategy
Five-minute transit network
BART and Subway

Planning for the Future

SF Housing Plan anticipates 82,000 units across the city over 8 years

Transportation system that delivers:
• Safety
• Comfort
• Choice

Why now?

SF Housing Plan
Proposed rezoning areas
Previously rezoned areas
Recent large developments
Core multi-family areas
We’ve come a long way

Moving forward with revised expectations for the next generation
Why now?

80% of survey respondents want to use the biking and rolling network

Only 23% of them feel comfortable enough to use it

This drops to 16% in equity priority communities

From people who do or want to bike or roll:
The network needs to be connected and safe

From people who don’t bike or roll:
Minimize impacts on travel lanes and parking

And everyone wants clarity and certainty...
Who the Plan is For

A safe and well-connected biking and rolling network serves all San Franciscans. In keeping with the core principles of equity and inclusion, the plan emphasizes certain audiences to ensure full engagement.

**Equity Priority Communities**

Equity priority communities are census tracts with a higher concentration of under-served populations, including households with low-income and people of color.

**Local Communities**

San Francisco communities have historically rooted themselves in neighborhood centers for goods, services, and activities that reinforce identity and connection. The Biking and Rolling Plan seeks to meet their specific needs by focusing on local trips and addressing accessibility to the providers of such amenities.

**Students, Families, Caregivers**

Creating safe and reliable pathways to local schools and providing programs for families and caregivers to keep children safe is a primary goal for the plan.

**People with Disabilities**

Biking and rolling provides support for San Francisco’s aging population and people with disabilities who need more options for safe transportation.
Who the Plan is For

Neighborhoods where we first need to repair harm of the past...

Commitment to deep engagement and strong agency

Community Action Plans will come when ready
### Citywide Outreach

Working closely with local community-based organizations, the SFMTA has listened and gathered feedback through a diverse assortment of outreach activities. We will continue to collaborate with our community partners to solicit ideas and comments on the plan.

<table>
<thead>
<tr>
<th>TYPE</th>
<th>Resident Preference Survey</th>
<th>Outreach Events</th>
<th>Policy Working Group</th>
<th>Technical Advisory Committee</th>
</tr>
</thead>
<tbody>
<tr>
<td>DESCRIPTION</td>
<td>1,000+ Survey Responses</td>
<td>90+ Outreach Events</td>
<td>Subject matter experts of advocates, community members, and thought-leaders to discuss policy outcomes</td>
<td>Subject matter experts from Transit, Office of Disability, Fire, Public Works, Public Utilities, Planning</td>
</tr>
<tr>
<td>RESULTS</td>
<td>Understanding perceptions on safety</td>
<td>Understanding priorities</td>
<td>Developing SMART goals</td>
<td>Improving processes and interagency coordination</td>
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</tbody>
</table>
Using to describe *roadway conditions* and experience of risk

- **Business Community 1:1s**
  - Deep-dive into merchant operations

- **Equity Analysis**
  - Segment of Resident Preference Survey

- **Network and Count Analysis**
  - Where people ride and how ridership is related to the existing network

- **Bicycle Conditions Index**
  - Industry tool use to score level of stress of certain facilities

Understanding merchant priorities and concerns

Concerns include affordability, theft, and low to moderate Bicycle Condition Index scores

Only 8% of existing network have high-quality facilities

On streets that receive quick-build interventions, bicycle trip increased by 27%

Enhanced inputs seeking to modernize the Bicycle Comfort Index
There are places people want and need to go...

**Schools**
**Neighborhood shopping & work**
**Job centers**
**Parks**
What have we heard?

The Policy Working Group and SFMTA Board asked for a north star goal
A safe, connected network within a ¼ mile of everyone, built in five years

The SFCTA passed a resolution prioritizing school access

SFMTA staff have advice on how to make the most of limited capacity and resources
How safe?

Only 8% of the existing network is protected, separated, or car free.

To be inclusive and accessible to all ages and abilities, the plan elevates:
- a network that lowers the experience of risk.
How connected?

Gaps in the Network

A network is only as safe as its weakest link
Getting to school?

School Access Map

Are schools within ¼ mile of the lower risk facilities?

Map includes Public & Private K-12 schools

Red: No
Blue: Yes
Yellow: Clusters of schools over 1/4 mile from baseline
HQ Bike Network
There are many places where a lot is already going on

- Merchant streets with parklets
- Buses and light-rail service
- Fire stations and key roadways

Streets are complex
Where will the lanes go?

Most places where biking and rolling could go are already part of the network.
Recommended facility types

- **Car-free**
  - Car-free street / Class I
- **Protected**
  - Path or Cycle tracks / Class I
- **Protected**
  - Class IV
- **Separated**
  - Quiet bulbs / Class IV
- **Laned, Calmed**
  - Class II
- **Shared, Calmed & Diverted**
  - Slow Streets / Class III
- **School Calmed Zone**
  - Designated traffic-calmed area
- **School Street**
  - Special Slow Street with Community Traffic Management

*Emeryville, CA*
Improved Lanes / Class II

Proposed Conditions
- only in single-lane conditions
- with door buffer
- added traffic calming & diverting

*Laned, Calmed*
Class II

Existing

*Emeryville, CA*
Facility types
• Protected, Separated, Shared?

Network
• Getting people to where they need to go
• Constrained spaces

Trade-offs are necessary
Benefits

- Citywide connectivity
- Lower experience of risk
- School Access

Challenges

- Parking removal
- Accessibility attention
- Complex Merchant Corridors
- Capital and Staffing Cost
- Capacity needed

- Car-free
- Protected
- Separated
- Laned, calmed & diverted
- Shared, calmed & diverted
- School Streets
- Painted lanes and/or sharrows
- Merchant area highlight
Wiggly, Painted & Traffic-Calmed

Benefits
- Citywide connectivity
- Lower experience of risk
- School Access

Challenges
- Parking removal
- Accessibility attention
- Complex Merchant Corridors
- Capital and Staffing Cost
- Capacity needed

- Car-free
- Protected
- Separated
- Laned, calmed & diverted
- Shared, calmed & diverted
- School Streets
- Painted lanes and/or sharrows
Calmed & Quick-built School-Centered Network

Benefits
- Citywide connectivity
- Lower experience of risk
- School Access

Challenges
- Parking removal
- Accessibility attention
- Complex Merchant Corridors
- Capital and Staffing Cost
- Capacity needed

- Car-free
- Protected
- Separated
- Laned, calmed & diverted
- Shared, calmed & diverted
- School Calmed Streets in Zones
- School Streets
- Painted lanes and/or sharrows
Next Steps

As we develop the Biking and Rolling Plan, we will continue to collaborate with our community partners to ensure that neighborhoods have ongoing opportunities to offer their ideas and feedback.